

BookletChart™

Narragansett Bay

NOAA Chart 13221

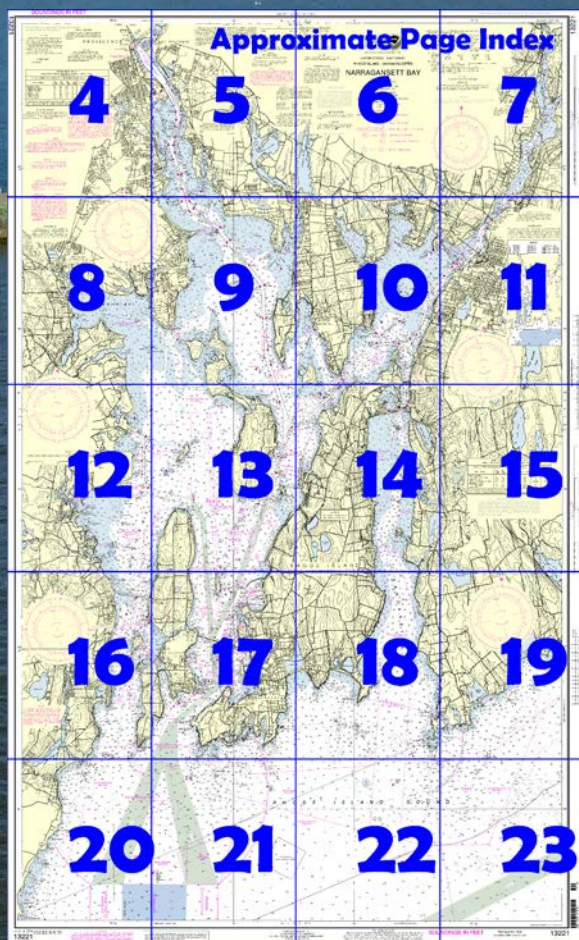


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

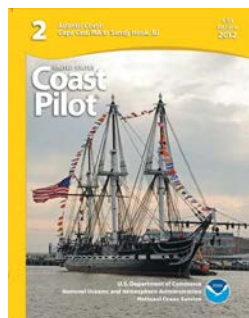
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13221>



(Selected Excerpts from Coast Pilot)

Narragansett Bay, opening into the north side of **Rhode Island Sound** 17 miles westward of Buzzards Bay entrance, is the approach to the cities of Newport, Providence, Fall River, and Taunton, as well as numerous towns and villages. **Rhode Island** forms the eastern shore of the bay proper. The entrance is between Brenton Point, the southwestern part of Rhode Island, on the east, and Point Judith Neck on

the west. The large **Conanicut Island** and **Prudence Island**, and several smaller islands, divide the bay into two passages.

Sakonnet River, on the easterly side of Narragansett Bay, is between the mainland and the eastern shore of Rhode Island. The width of the river varies from 0.7 to 2 miles except at its northern end where a least width

of 0.3 mile is found.

Sakonnet Point, at the eastern entrance to Sakonnet River, is surrounded by bare and submerged rocks. Several islets and islands are south of the point. **Schuyler Ledge**, with a least depth of 8 feet, is about 0.8 mile southward of the point, and is marked by a bell buoy.

Cormorant Rock, a bare dark rock off the western side of the entrance to the river, is about 0.8 mile south of **Sachuest Point**, the southeastern extremity of Rhode Island. Vessels should not pass between Cormorant Rock and **Cormorant Reef**, 0.3 mile southward of the rock. The least depth on the reef is 4 feet; it is marked by a bell buoy.

Sakonnet Harbor, a small-boat harbor on the northerly side of Sakonnet Point, about 2 miles northeastward of the entrance lighted whistle buoy, is protected by an 800-foot breakwater extending in a northerly and easterly direction from **Breakwater Point**.

The western shore of Sakonnet River from the entrance to Sandy Point should be given a berth of 0.4 mile to avoid shoals with depths of 7 to 17 feet. Rocks extend up to 500 yards offshore between Sachuest Point and **Flint Point**, about 1 mile northward. **Flint Point Ledge**, about 0.5 mile north-northeast of Flint Point, has a least depth of 7 feet; a buoy marks the ledge. **Black Point** is a rocky bluff on the western side of the river, 2.6 miles northward of Flint Point. **Sandy Point** and **McCorrie Point**, low and backed by high land, are 3.9 and 5.4 miles, respectively, northward of Flint Point.

The channel passes eastward of **Gould Island**, a high wooded island, 2.5 miles north-northeastward of McCorrie Point.

The eastern side of Sakonnet River is bolder than the western side. The east shore should be given a berth of 0.7 mile from Sakonnet Point to

Church Point, a flat point with bluffs at the water, about 2.8 miles northward of Sakonnet Point. **Old Bull**, with a depth of 1 foot, is about 0.5 mile southward of Church Point and marked by a buoy. A church spire at **Little Compton**, about 1.7 miles east of Church Point, is prominent.

Nannaquaket Pond, on the east side of Sakonnet River eastward of Gould Island, has a narrow entrance 8 feet deep crossed by a fixed bridge with a clearance of 12 feet. The northern part of the pond has depths up to 26 feet; the remainder has depths of about 3 feet.

Tiverton is a town on the eastern bank of Sakonnet River north and south of the bridges. Oil tankers call at Tiverton. The oil piers northward of the bridges have reported depths of about 32 to 35 feet alongside. A prohibited area surrounds Gould Island and extends north to include waters between **Conanicut Island** and Prudence Island.

Mount Hope Bay, in the northeastern part of Narragansett Bay, is the approach to the city of Fall River and **Taunton River**. There are two approaches to the bay. The approach from the Sakonnet River, previously discussed, is little used. The approach from East Passage is well marked,

Three shallow streams that empty into the northern part of Mount Hope Bay are entered only by local small craft. **Kickamuit River**, the westerly one, has a narrow buoyed entrance through which the currents have considerable velocity. The buoyed channel has a depth of about 6 feet.

Cole River, the middle of the three, is buoyed on the east side of the entrance. **South Swansea**, on the west shore of **Gardners Neck**, has a boatyard with a 25-ton mobile hoist and a marine railway that can handle craft up to 50 feet for hull, engine, and electronic repairs or storage. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

13221

71° 25'

CONTINUED ON CHART 13224

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

HURRICANE BARRIER

At each of the three river gates the horizontal clearance is 20 feet, the vertical clearance is 21 feet. The depth over the sill at the gates is 12.9 feet MLLW.

PROVIDENCE

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

○ RADIO TOWER

○ TV TOWER

PROVIDENCE RIVER CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUN 2016 AND SURVEYS TO MAY 2015						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) LENGTH (MILES) DEPTH (FEET)
ENTRANCE CHANNEL	37.4	40.6	40.3	38.0	5-15	600-1740 5.5 40
RUMSTICK NECK REACH	38.8	41.7	41.5	39.4	5-15	500-870 2.3 40
CONIMCUT POINT REACH	29.8	39.7	42.7	39.2	5-15	500-950 1.0 40
BULLOCK POINT REACH	36.0	39.6	41.4	36.6	5-15	600-950 2.1 40
SABIN POINT REACH	34.2	40.0	40.2	31.3	5-15	600-910 1.1 40
FULLER ROCK REACH	33.2	38.7	38.5	35.6	5-15	700-990 0.9 40
FOX POINT REACH	12.2	27.6	26.9	20.3	5-15	700-1680 1.5 40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE D

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Narragansett Bay and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area.

Recommended traffic lanes have been established for the approaches to Narragansett Bay and Buzzards Bay. See charts 12300 and 13218.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RACING BUOYS

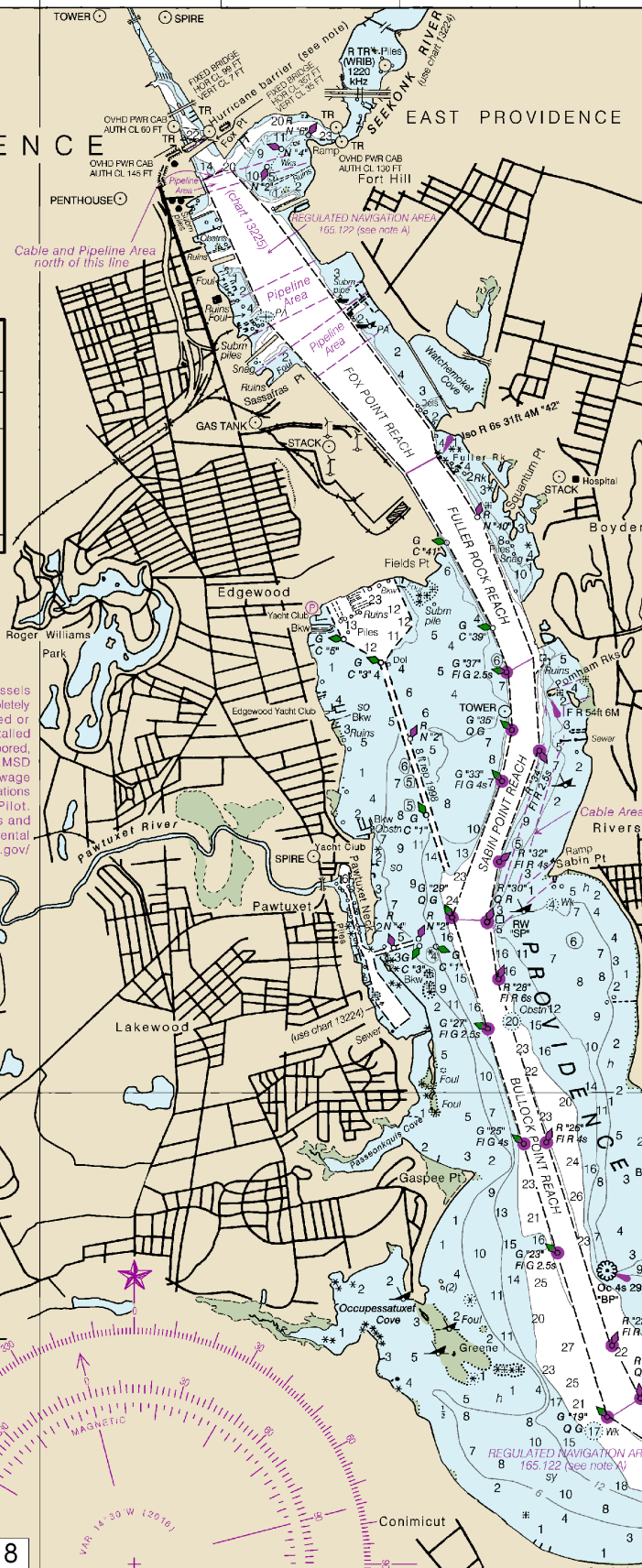
Racing buoys within the limits of this chart are not shown hereon. Information may be

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Joins page 8

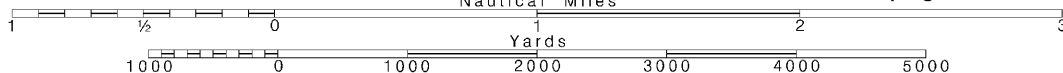


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



20'

18'

45° 30' 15'

17'

50'

15'

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Narragansett Pier	(41°25'N/71°27'W)	3.6	3.3	0.1
Newport	(41°30'N/71°20'W)	3.9	3.6	0.1
Wickford	(41°34'N/71°27'W)	4.1	3.9	0.1
Bristol	(41°40'N/71°17'W)	4.5	4.2	0.2
Fall River	(41°44'N/71°08'W)	4.9	4.6	0.2
Providence	(41°48'N/71°24'W)	4.8	4.6	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(May 2016)

NOTE B

FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

Areas 2 and 3 are available for fish traps from March 1 to December 31.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz
New London, CT	KHB-47	162.550 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.370" northward and 1.815" eastward to agree with this chart.



THE NATION'S CHART

UNITED STATES

RHODE ISLAND

NARRAGANSETT

Mercator
Scale 1:40,000North America
(World Geodetic System 1984)SOUNDINGS
AT MEAN LOW WATER

Additional information can be found in the

SUPPLEMENTARY

Consult U.S. Coast
Guard for supplemental information

ANCHOR

Limits and designations of anchorage areas are shown in this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

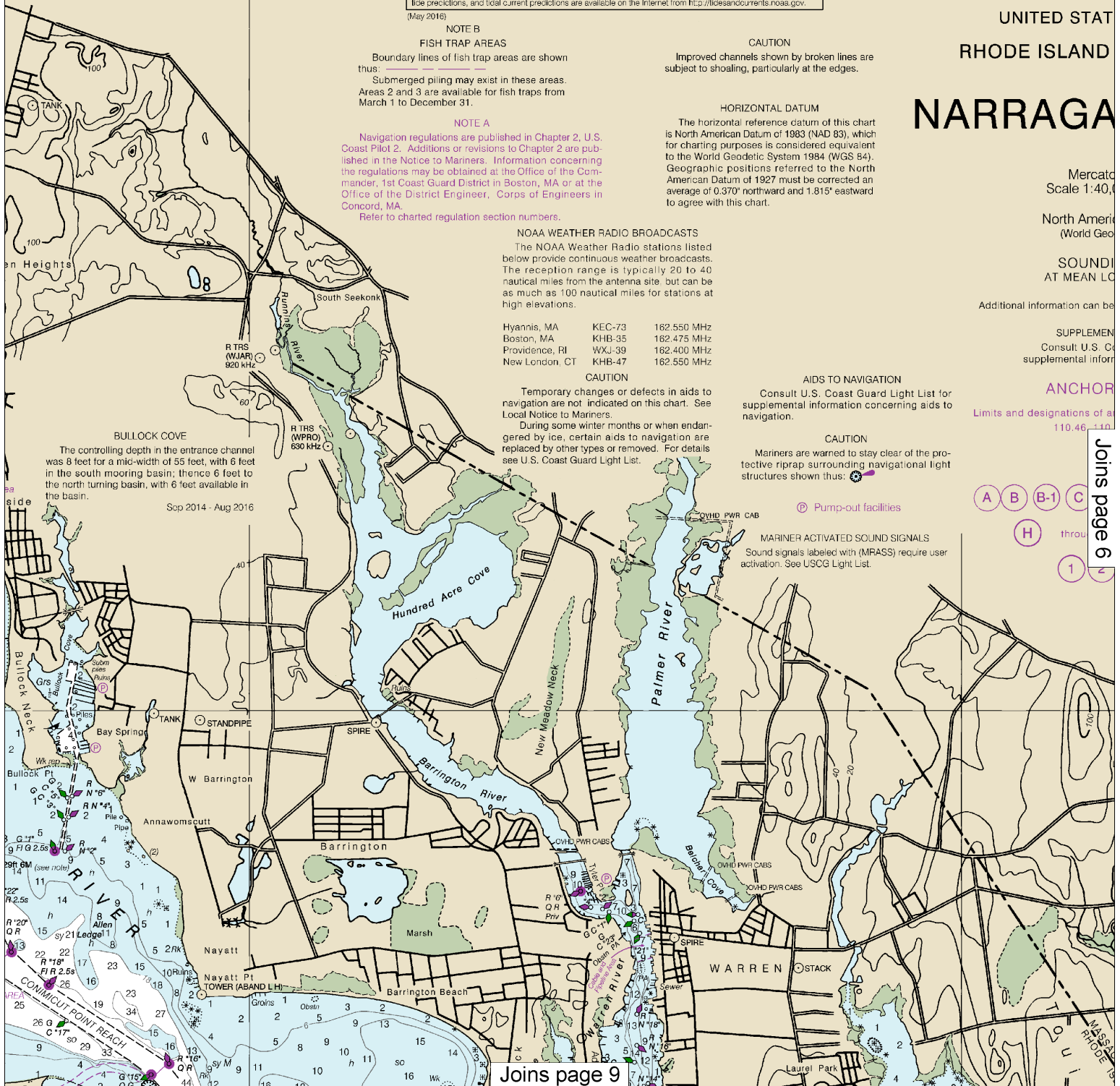
CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

Pump-out facilities

MARINER ACTIVATED SOUND SIGNALS

Sound signals labeled with (MRASS) require user activation. See USCG Light List.



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

20'

18' 45' 30' 15' 17' 50'

15'

NOTE X

Three Nautical Mile Territorial Sea, established by Presidential Proclamation, apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional limit. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Puerto Rico, and the Three Nautical Mile Line elsewhere remain in the limit of Federal fisheries jurisdiction and the outer limit of the contiguous zone. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation, and by the U.S. Supreme Court, these maritime limits are subject to change.

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		Mean Higher High Water	Mean High Water	Mean Low Water	Mean Lower Low Water
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Newport	(41°33'N/71°20'W)	3.9	3.6	0.1	0.1
Wickford	(41°34'N/71°22'W)	4.1	3.9	0.1	0.1
Bristol	(41°40'N/71°17'W)	4.5	4.2	0.2	0.2
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(May 2016)

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THE NATION'S CHARTMAKER SINCE 1792

UNITED STATES - EAST COAST

RHODE ISLAND - MASSACHUSETTS

NARRAGANSETT BAY

Mercator Projection
Scale 1:40,000 at Lat. 41°37'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

ANCHORAGE AREAS

Limits and designations of anchorage areas are shown in this chart. See note A for details.

- ANCHORAGE AREAS
- (A) NAVAL
 - (B) NAVAL
 - (C) NAVAL
 - (D) NAVAL
 - (E) NAVAL
 - (H) through (O) GENERAL
 - (1) through (3) SPECIAL

Joins page 5

Joins page 10

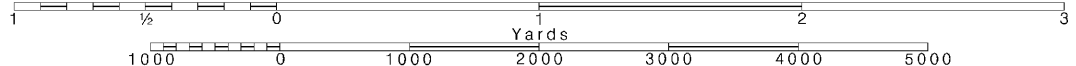
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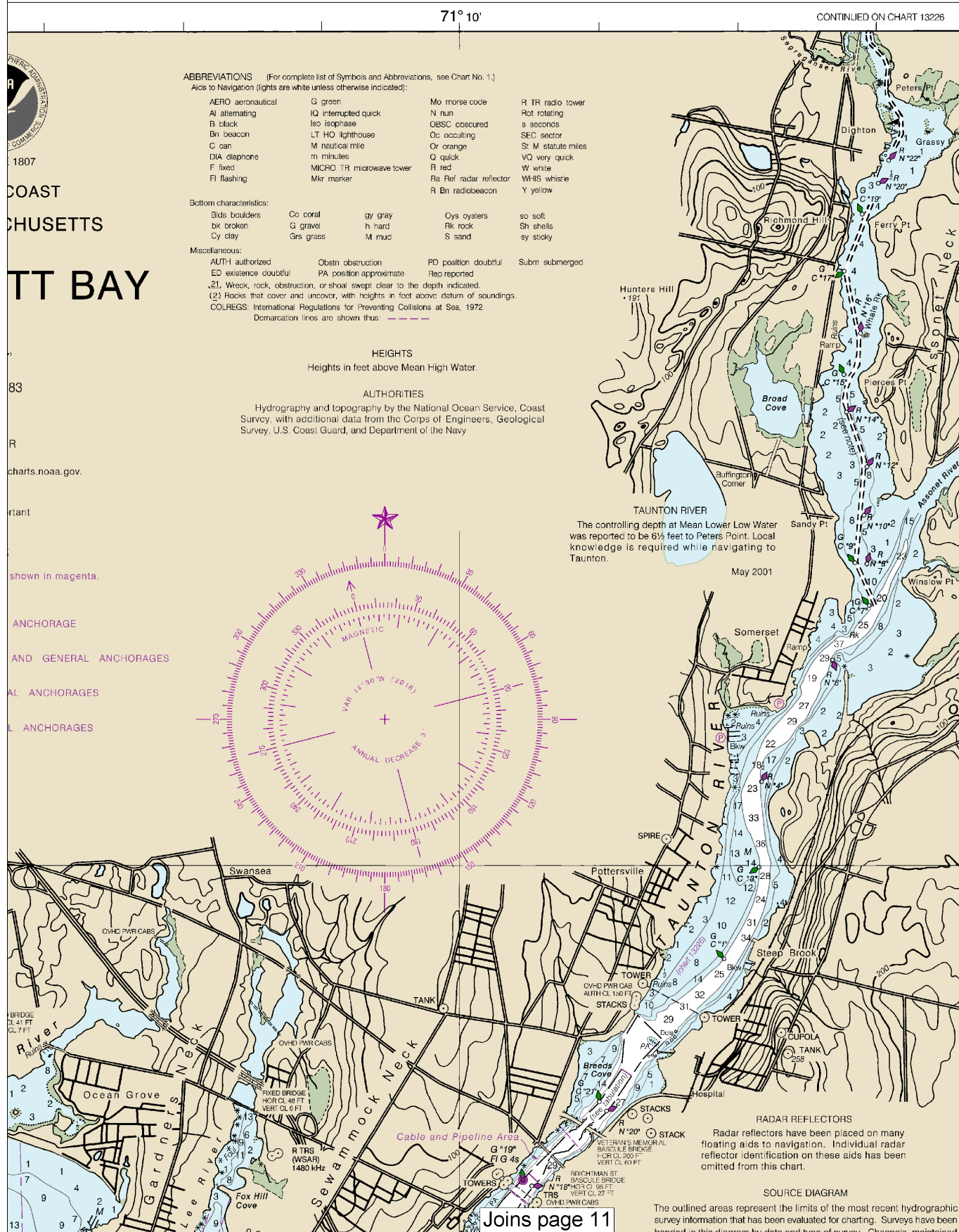
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 4

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

APPONAUG COVE
The controlling depth was
at for a width of 100 feet.
May 2015

(chart 13224)

GREENWICH BAY

10
O-DISCHARGE ZONE
(see note Z)
7 (chart 13224)

REGULATED NAVIGATION AREA
165.122 (see note A)

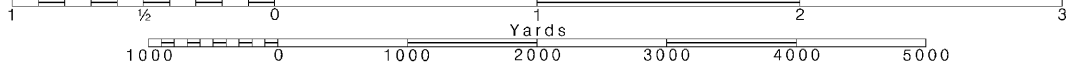
NO-DISCH
(see)

Joins page 12

—SCALE 1:40,000—
Nautical Miles

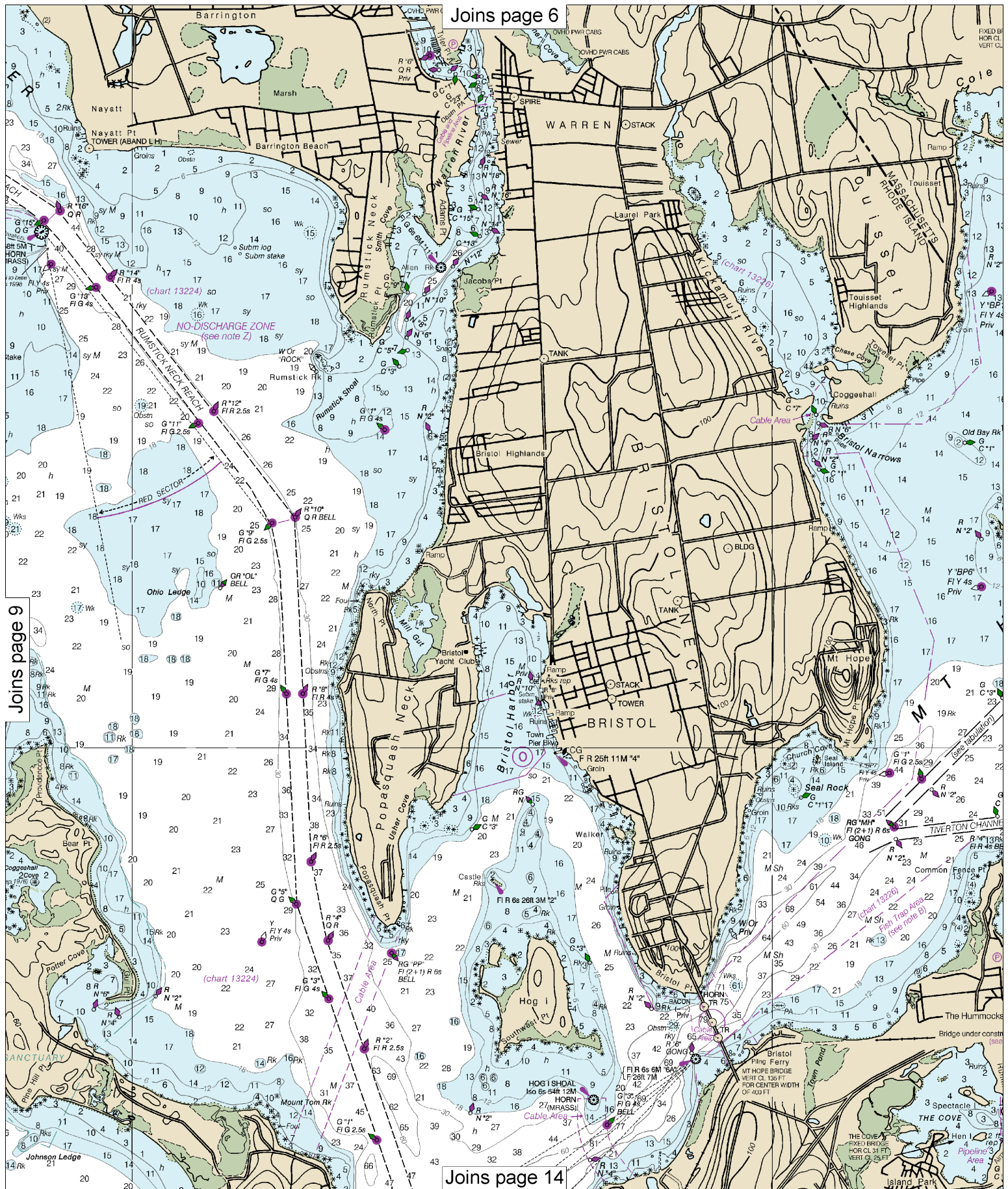
See Note on page 5.

Note: Chart grid lines are aligned with true north.



Joins page 13

Joins page 10



Joins page 6

Joins page 9

Joins page 14

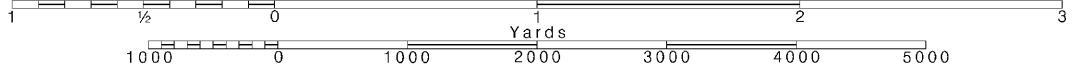
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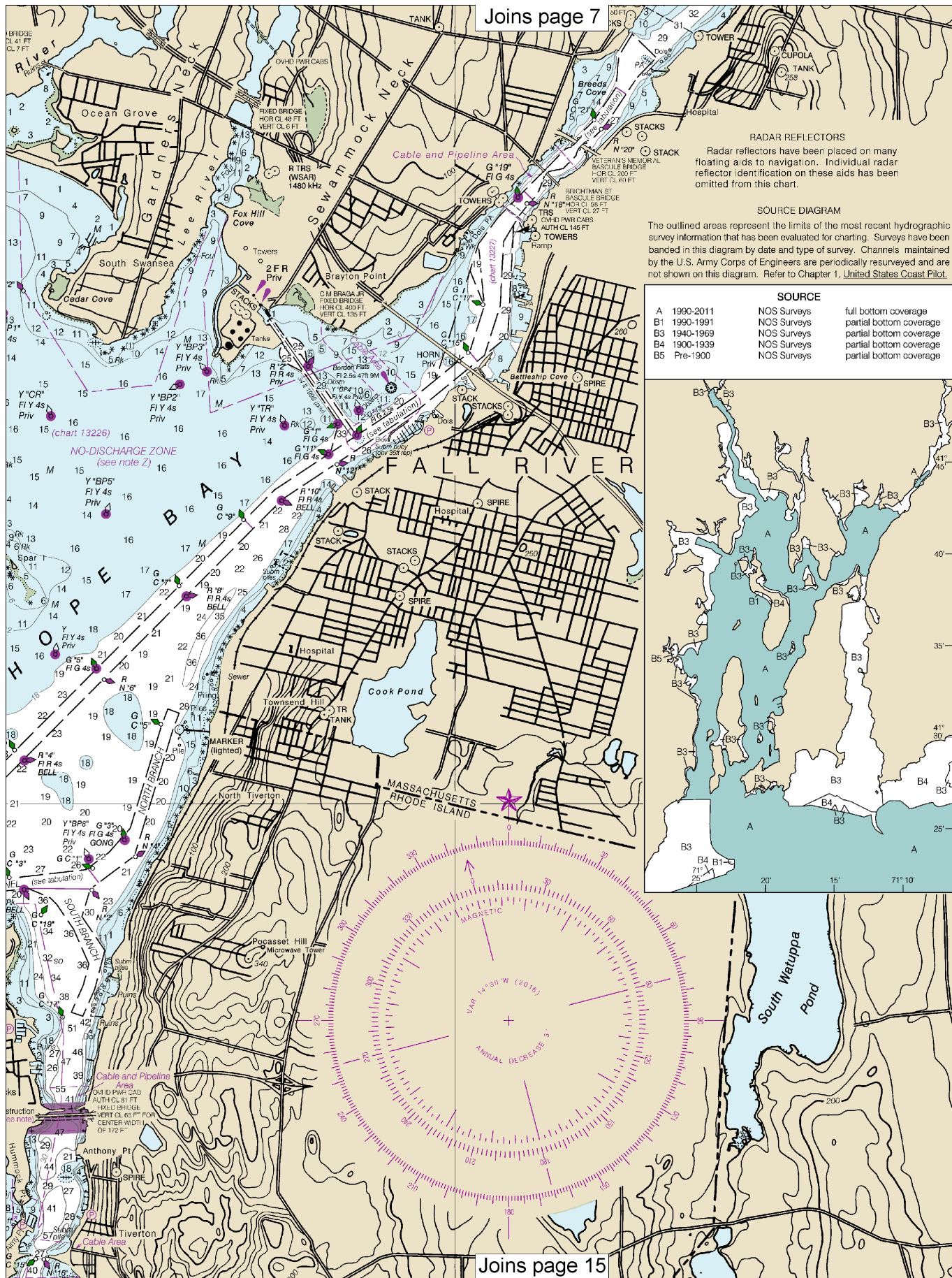
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





RADAR REFLECTORS

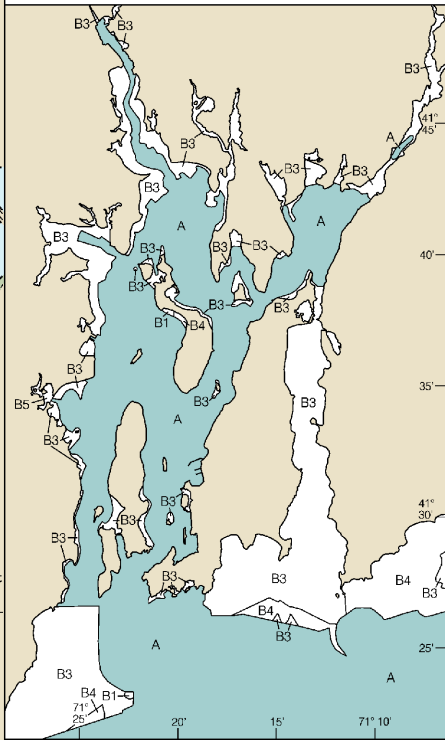
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

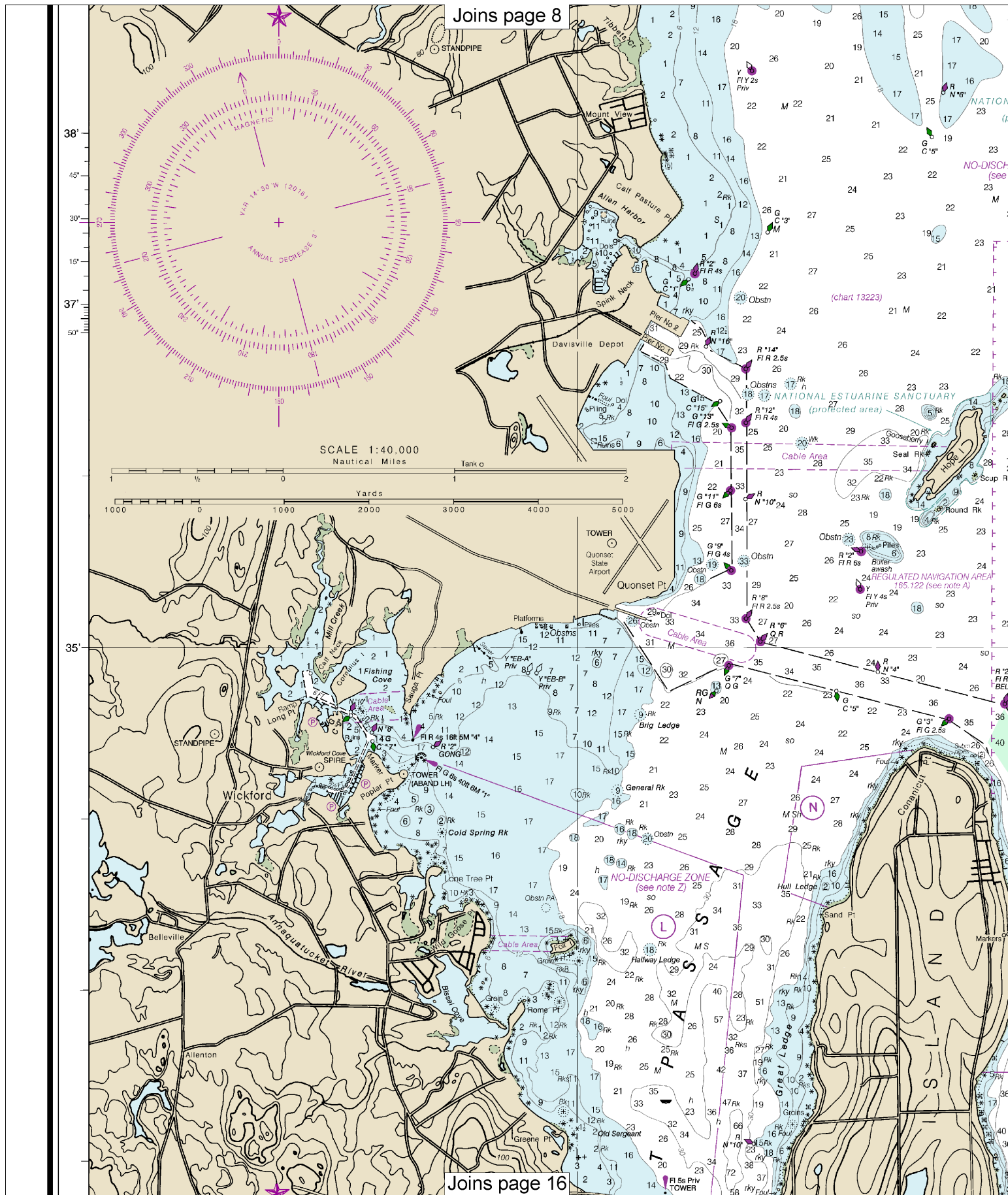
SOURCE DIAGRAM

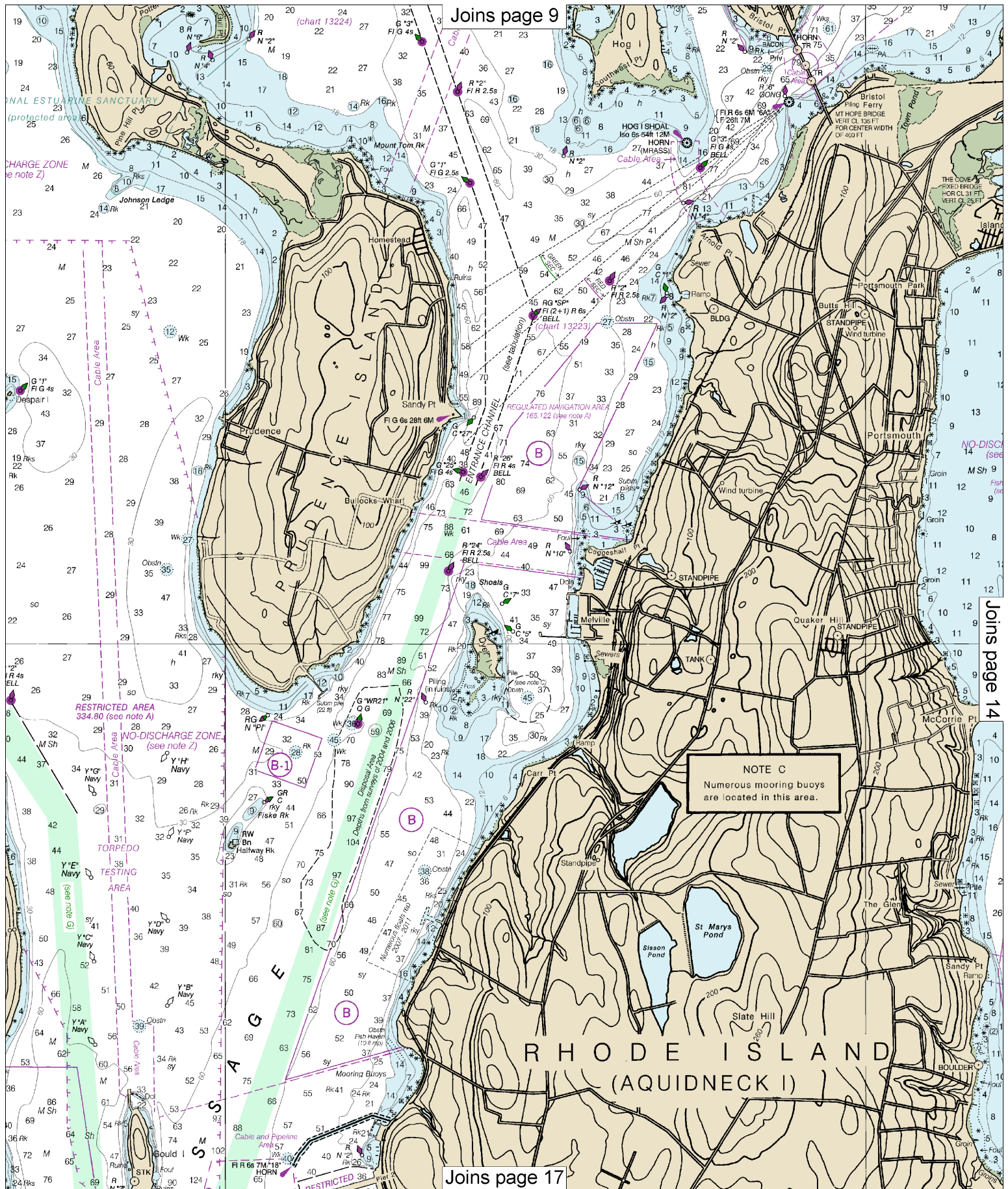
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

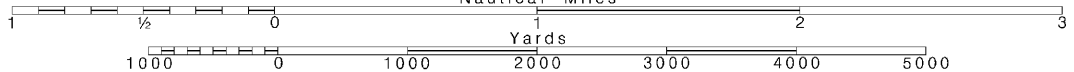
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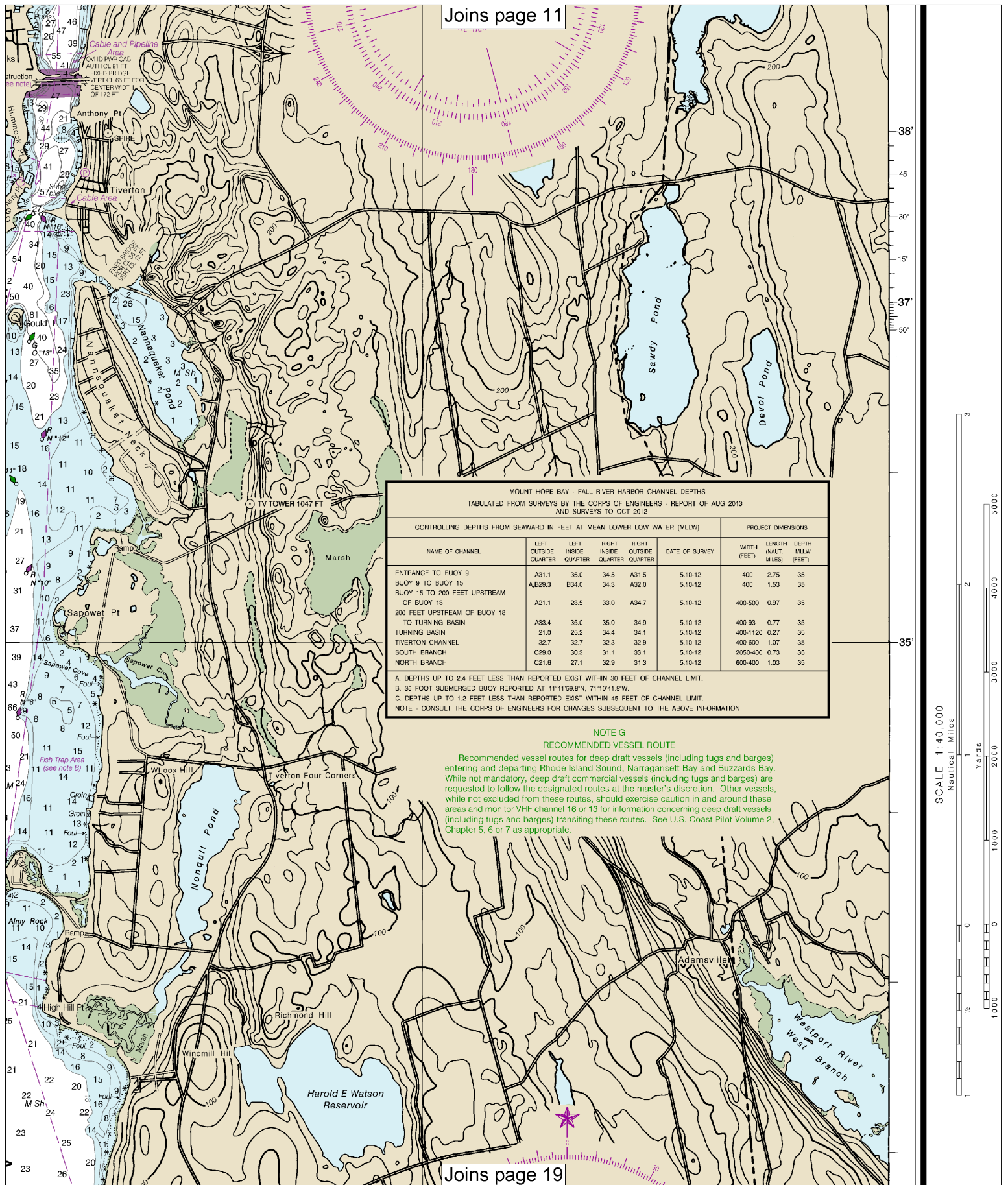
A 1990-2011	NOS Surveys	full bottom coverage
B1 1990-1991	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage

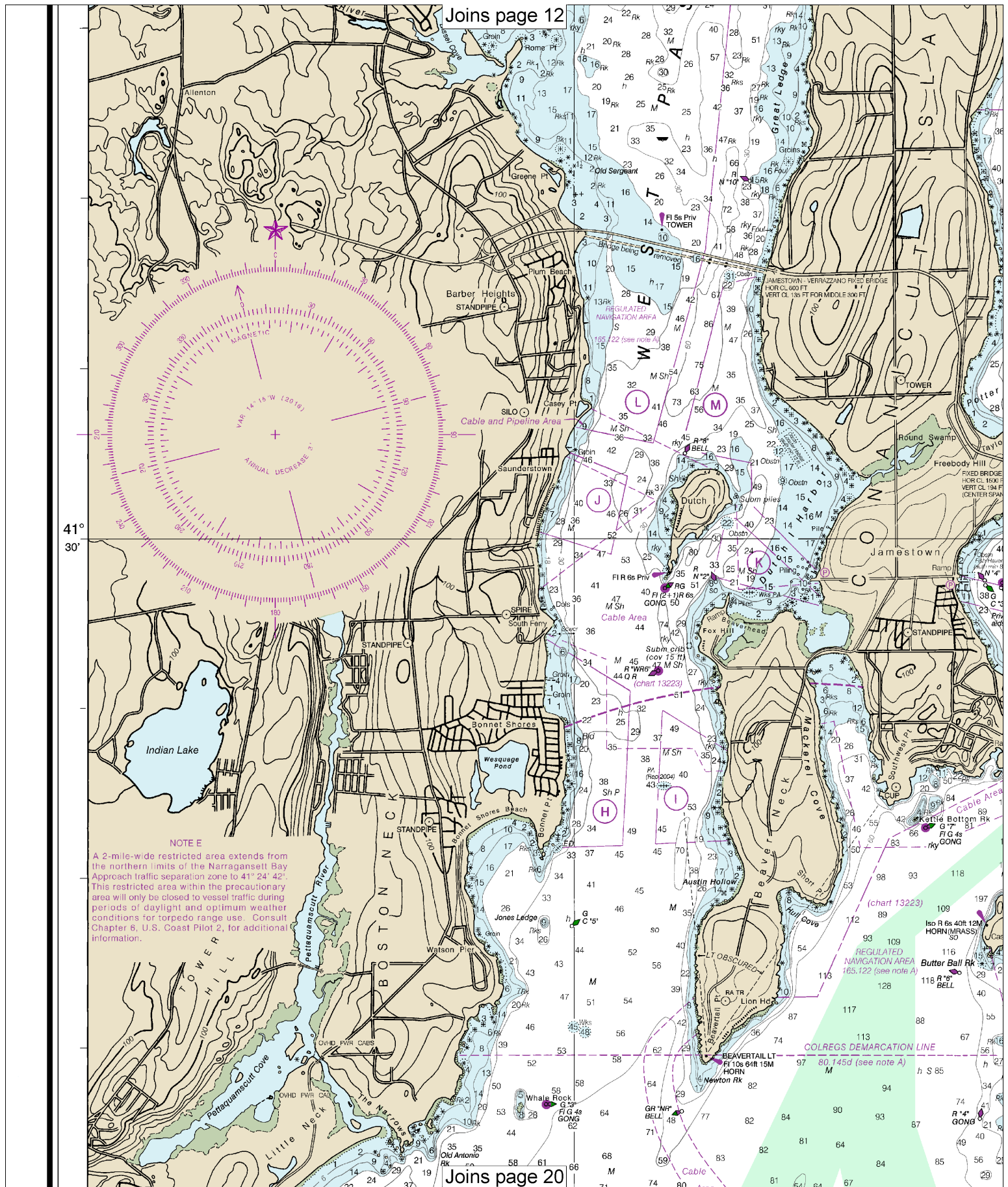




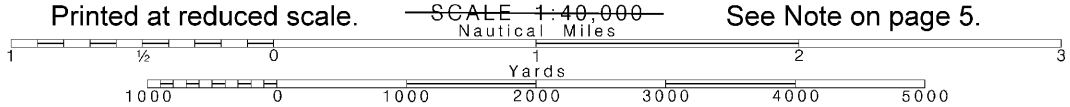


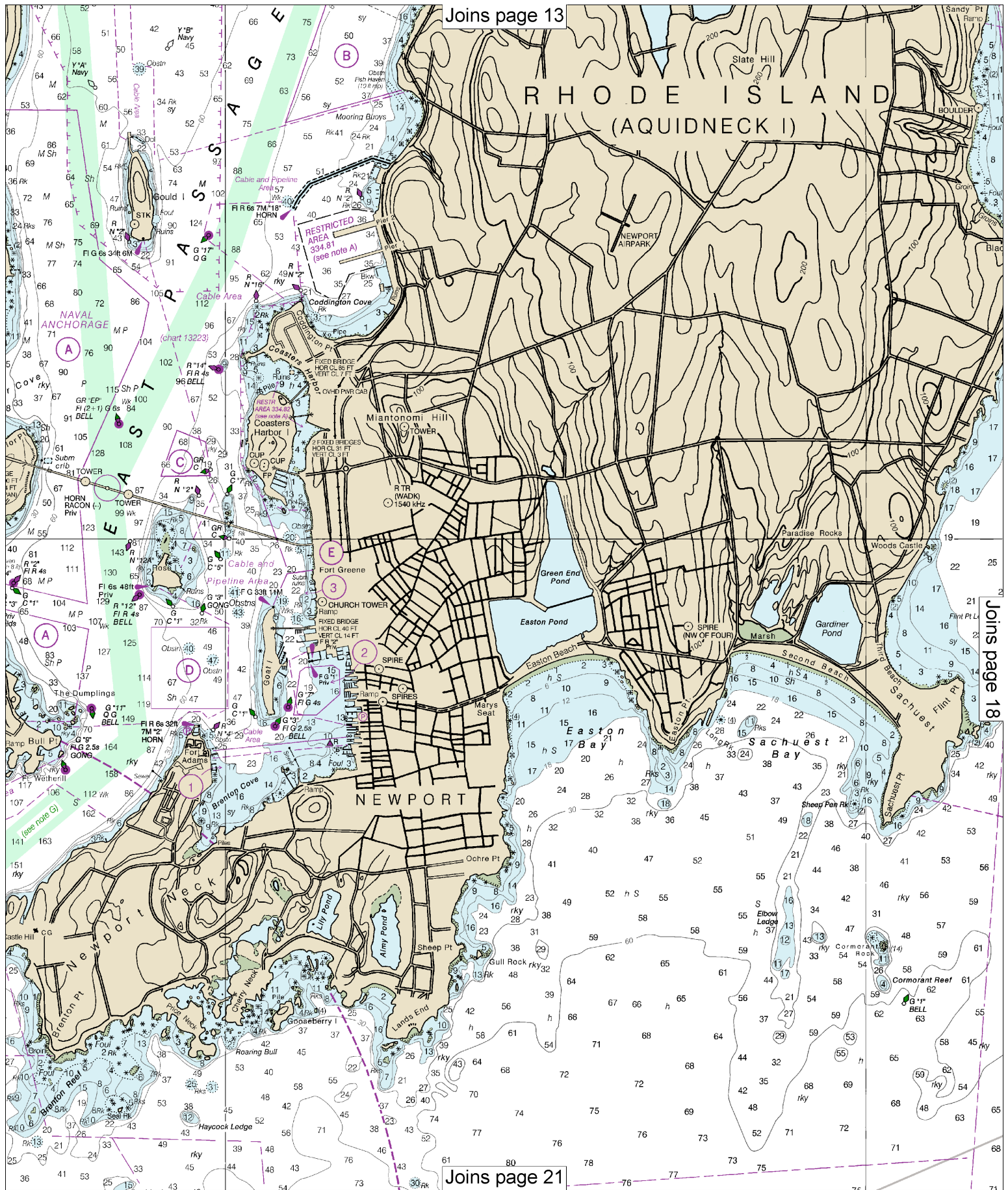


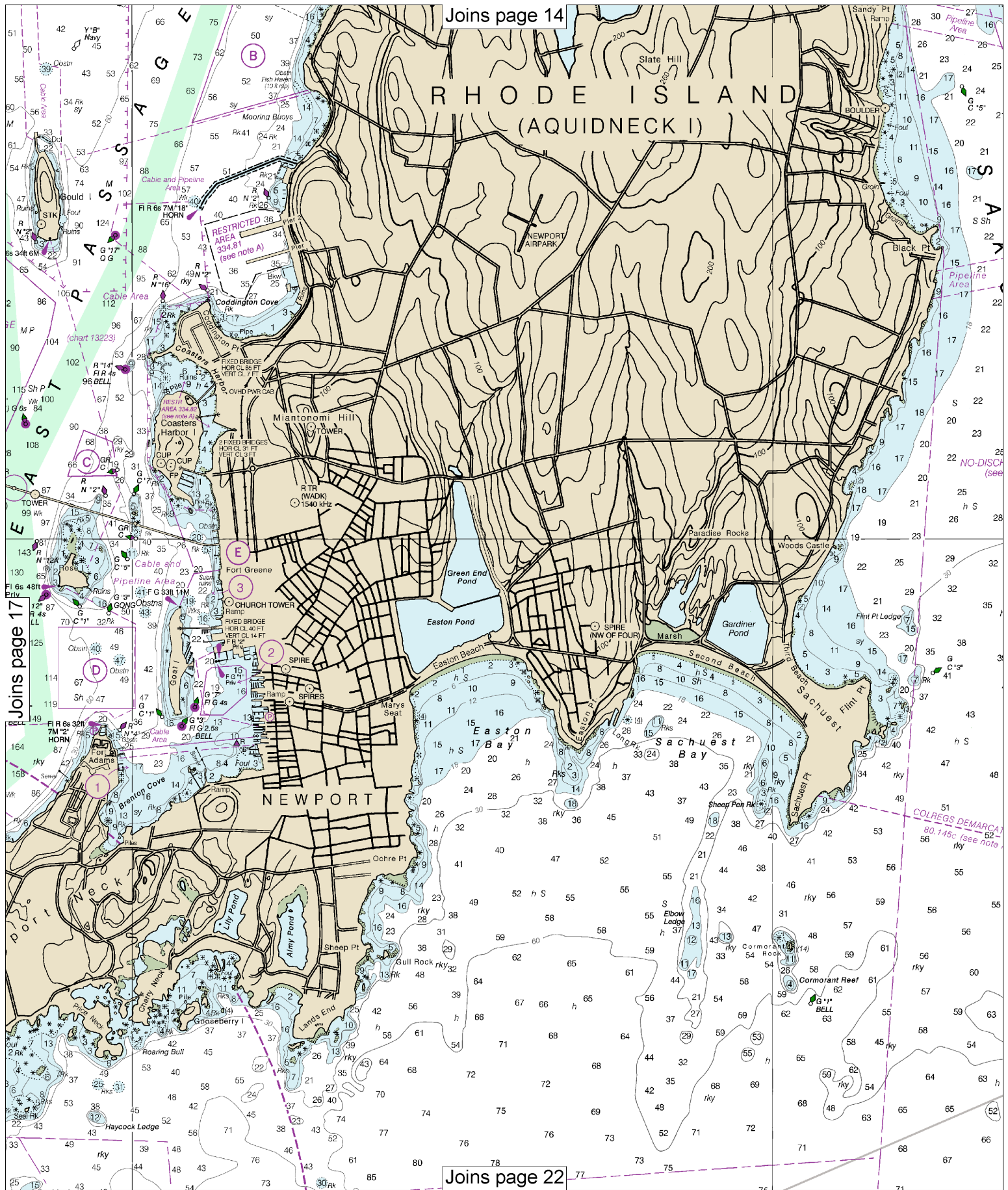


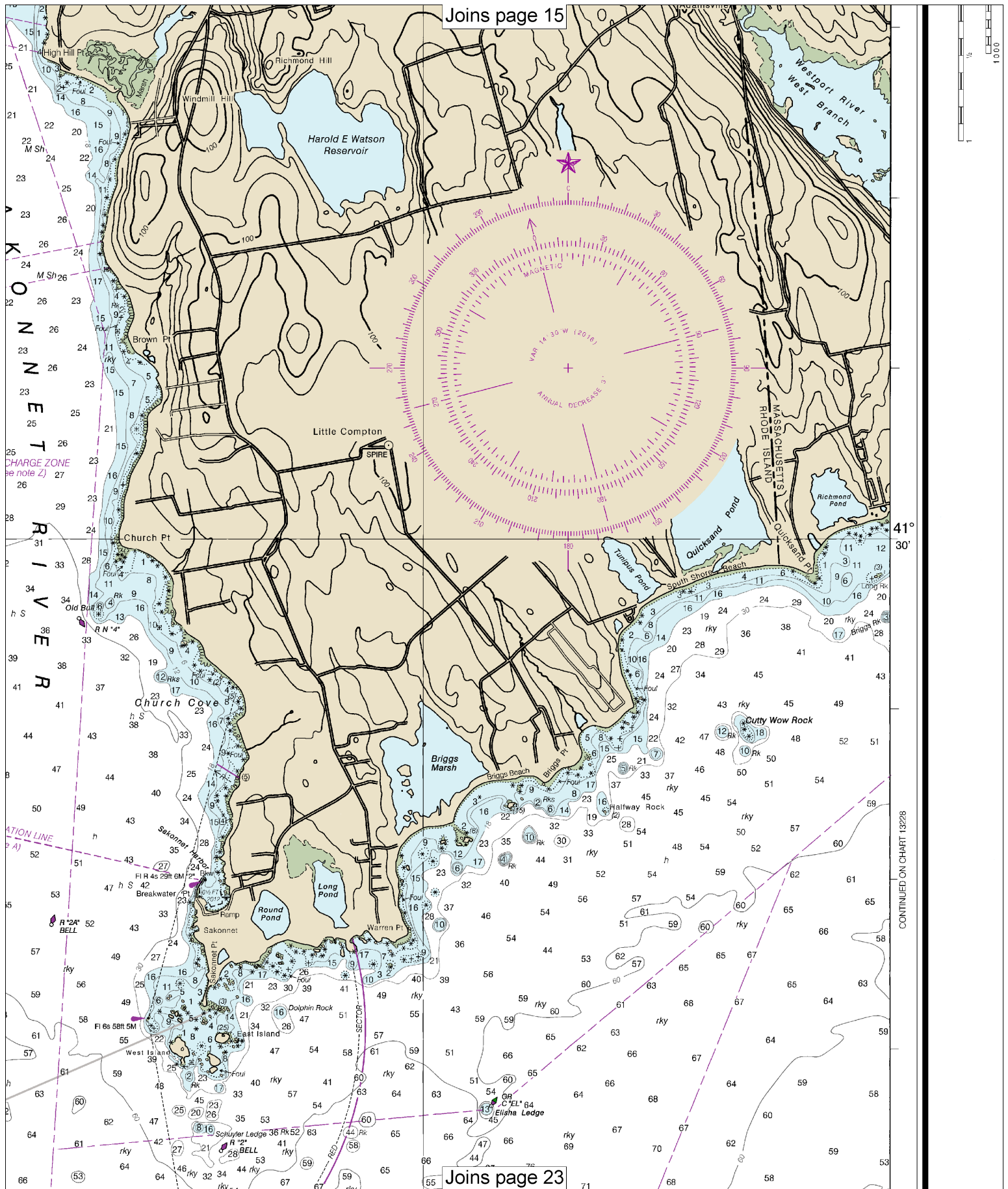


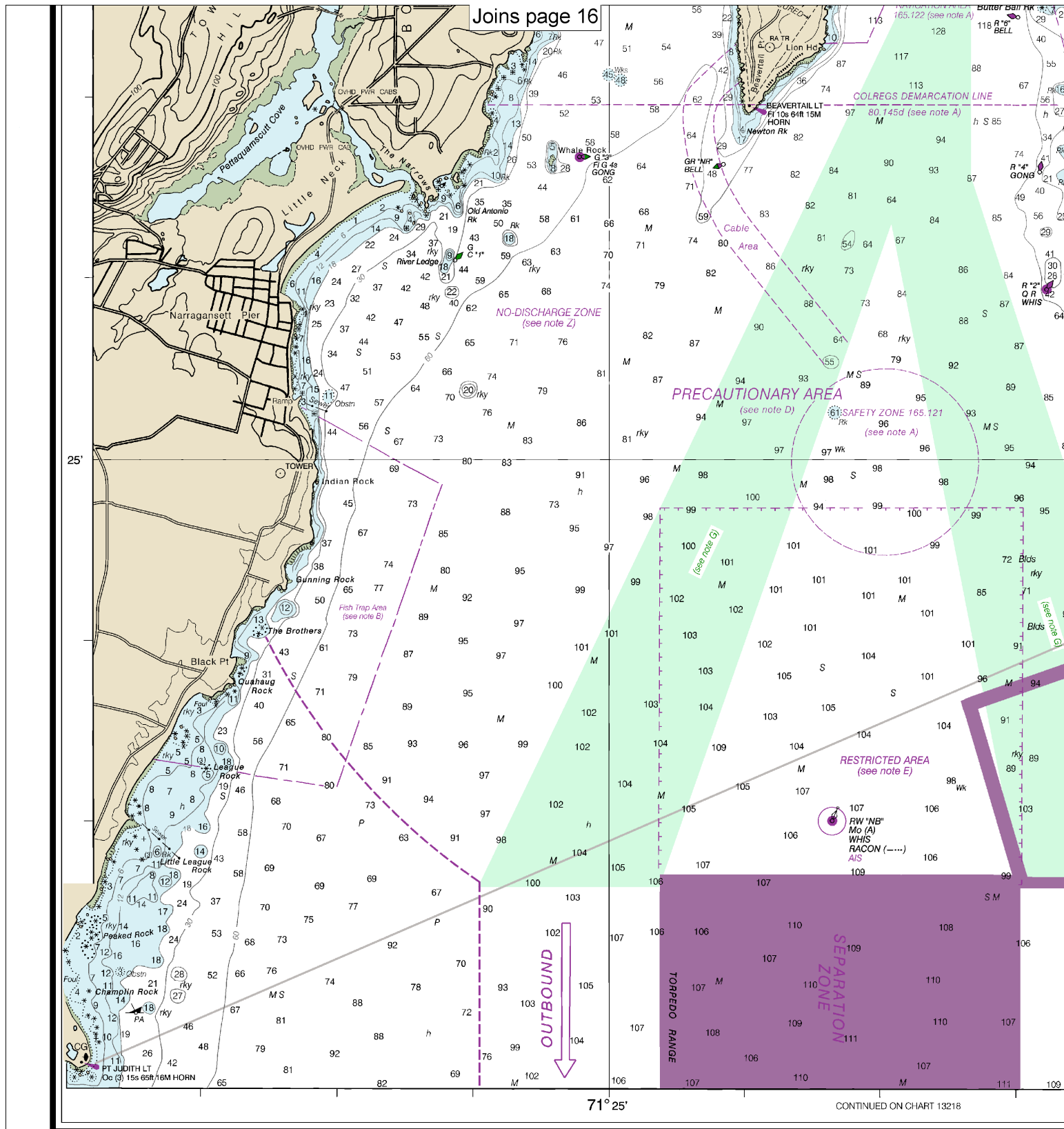
Note: Chart grid lines are aligned with true north.











13221

61st Ed., Jun. 2016. Last Correction: 10/18/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages you about this chart at <http://nauticalcharts.noaa.gov>

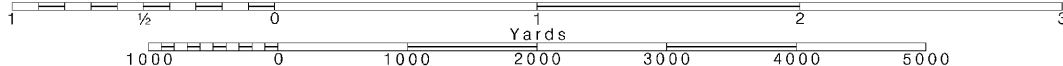
20

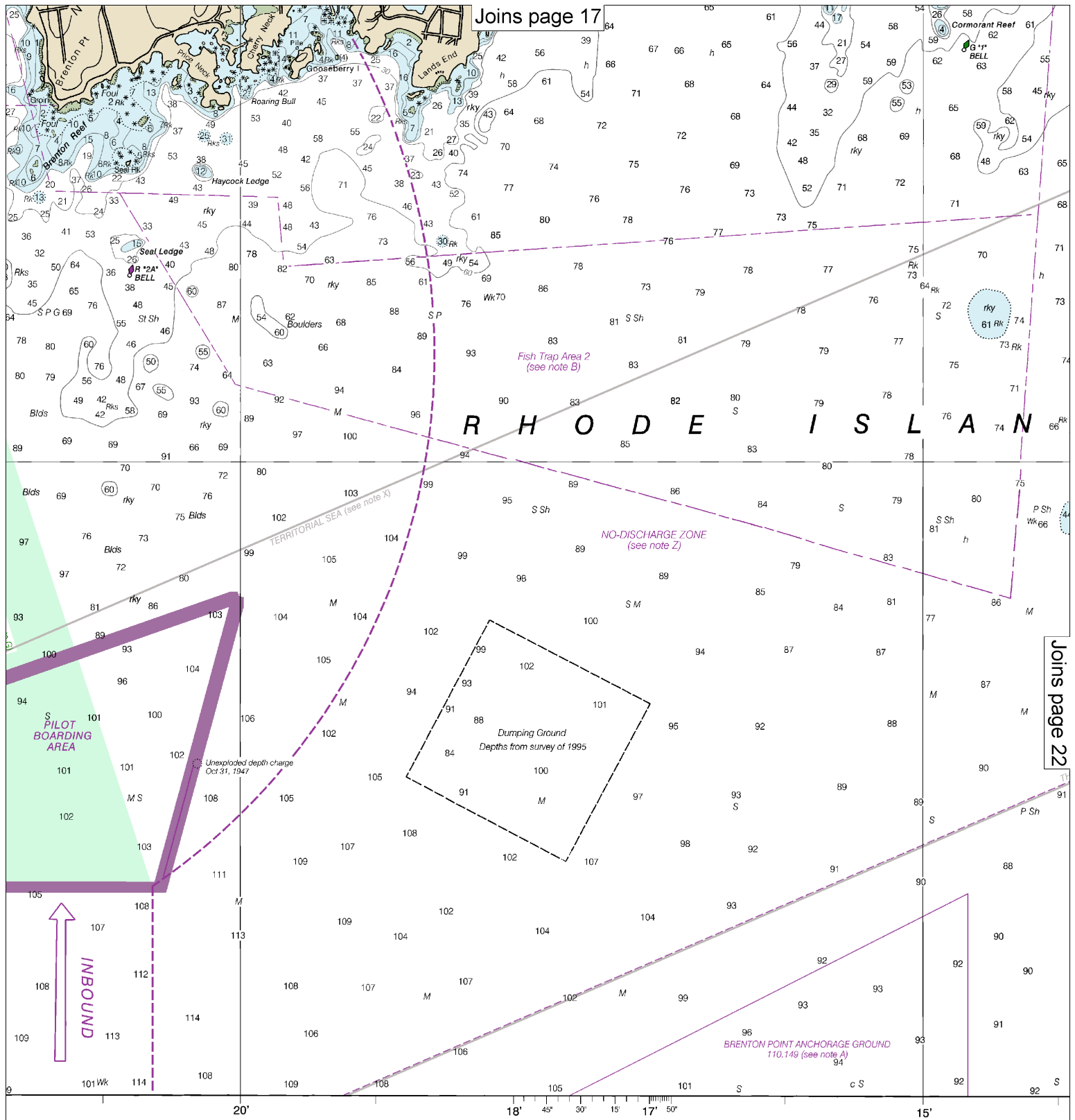
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





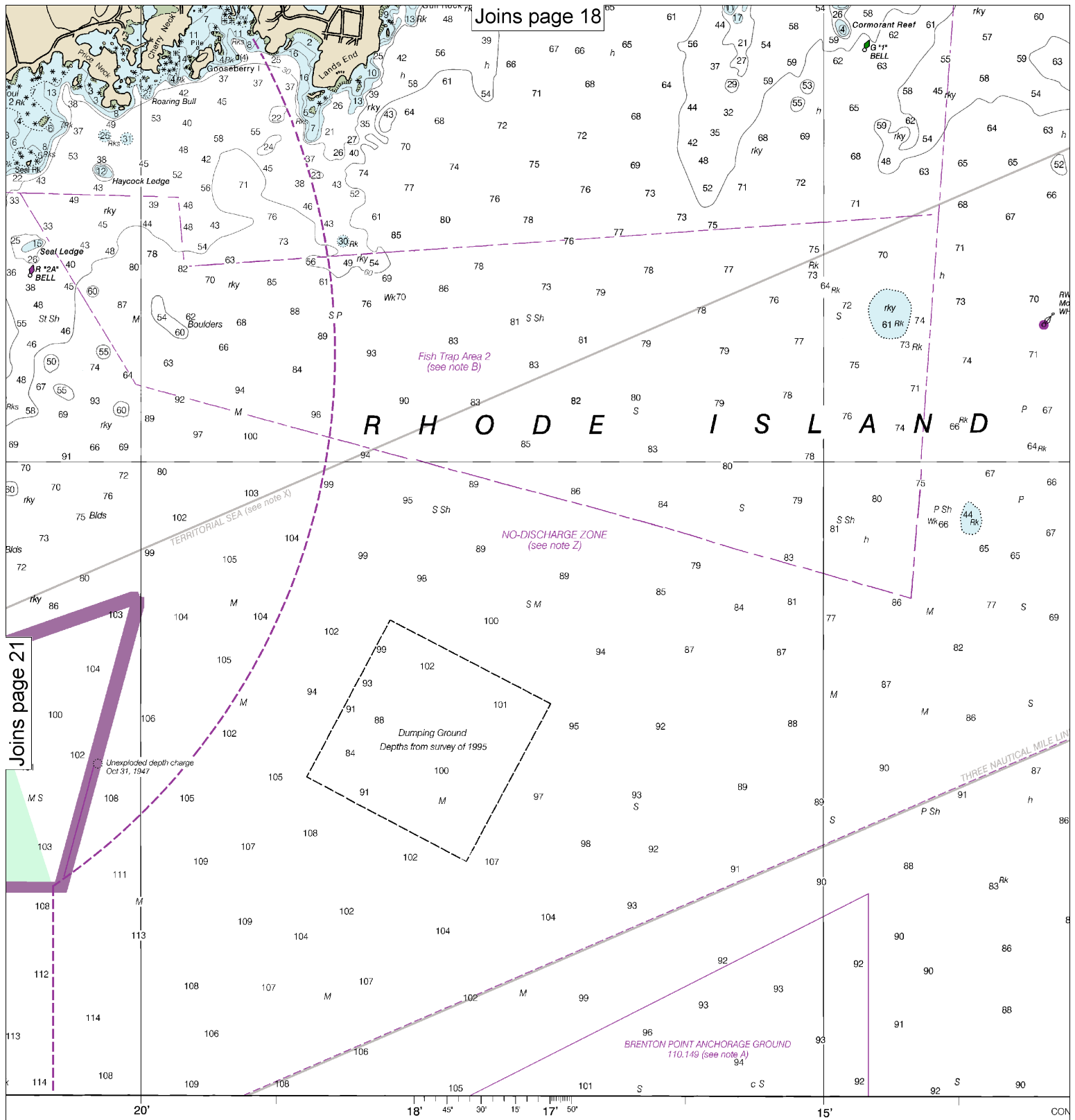
Joins page 17

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COAST SURVEY

SOUNDINGS IN FATHOMS



Joins page 18

Joins page 21

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COAST SURVEY

SOUNDINGS IN FEET

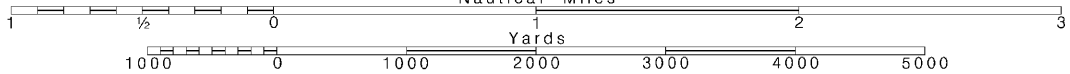
22

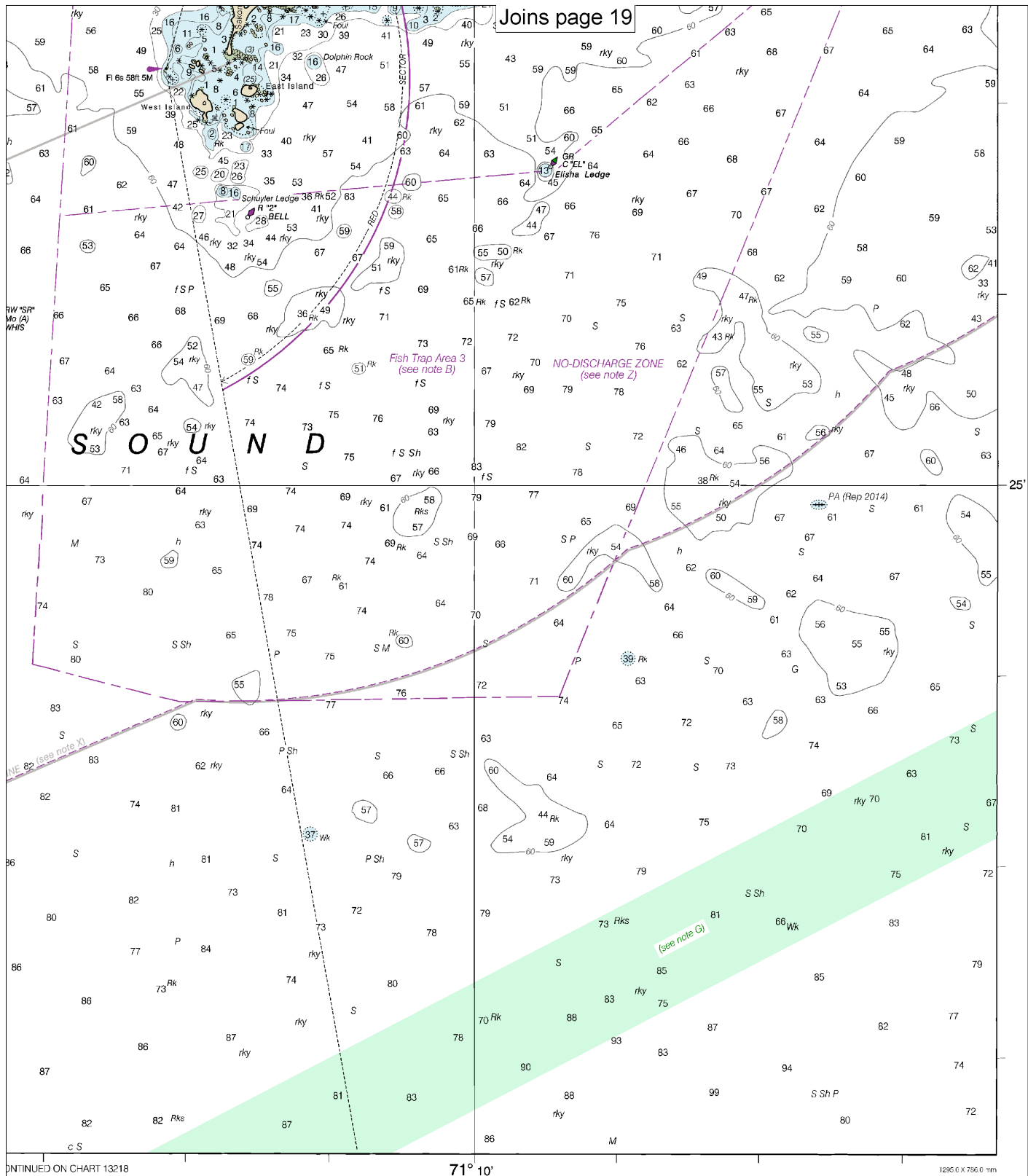
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 13218

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Narragansett Bay
SOUNDINGS IN FEET - SCALE 1:40,000

13221



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
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